

Hongkong Daily Press.

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New Advertisements will be found on page 4.

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[1632]

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
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41
NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
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41]

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FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKIES are shipped
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Hongkong, 28th July, 1897.

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CUTLER, PALMER
& CO.'S

Price \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY

Blend
of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

42

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

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JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May 1899.

[11083]

HOTELS

VICTORIA HOTEL.

SHAM-EN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.

The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.

Excellent CUISINE and best Wines.
The Hotel's Boat carries all Steamers on
their arrival and departure to Victoria, Canton.
A. B. O. and A. L. Codes used.

MADAR & FARMER, T. F. DA CRUZ,
Proprietors.

Hongkong, 16th November, 1899.

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RAFFLES HOTEL.

SINGAPORE

SITUATION UNPARALLELED.

THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.

CURRIER A SPECIALITY.

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

BARKIBS BROTHERS,
Proprietors.

Hongkong, 16th August, 1900.

[2210 39a]

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WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
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CHEMISTS AND AERATED WATER MANUFACTURERS.

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BISMARCK & CO.,

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NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
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and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO. RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

ABSOLUTE purity can only be obtained by Distillation.

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Absolute purity can only be obtained BY Distillation.

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The Aquarius Co.'s
Table Water is made from
Pure Treble Distilled
Water only.

General Managers AQUARIUS Co.—
CALDBECK, MACGREGOR & CO.,
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[34a]

COTTAM & CO.,

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OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

[35a]

SMITH'S

"GLASGOW MIXTURE"

AND

"CUT NAVY"

TOBACCOS.

COOLEST AND SWEETEST TOBACCOS MANUFACTURED.

IN 1 LB. TINS \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO.

[32a]

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EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

[390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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FROM

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

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Entrance: ICE HOUSE STREET (New Victoria Hotel)

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS \$25.00

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[36a]

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

[2139a]

THE VICTORIA DISPENSARY,

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AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

[33a]

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WINE MERCHANTS

TO HER MAJESTY AND THE PRINCE OF WALES.

WE ONLY SELL WINES OF GOOD VINTAGES, AND MATURED SPIRITS

FROM WELL-KNOWN DISTILLERIES.

THE AUTHENTICITY OF EVERY WINE AND SPIRIT SOLD BY US IS

GUARANTEED INDEPENDENTLY BY THE BEST KNOWN GROW

ERS, SHIPPERS, OR DISTILLERS.

WE PUBLISH CALENDERS SHOWING THE UNIVERSALLY ACCEPTED

OPINION OF CONNOISSEURS AS TO WHICH VINTAGES ARE

GOOD, BAD, OR INDIFFERENT, AND INVITE APPLICATION FOR

OUR PRICE LISTS WHICH CONTAIN THEM.

OUR QUOTATIONS ARE THE LOWEST OBTAINABLE ANYWHERE.

LINSTEAD & DAVIS.

AGENTS, HONGKONG.

Hongkong, 16th August, 1900.

[2173a]

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to

THE IMPERIAL and ROYAL COURT at BERLIN.

THE IMPERIAL ROYAL COURT of AUSTRIA.

THE IMPERIAL COURT of RUSSIA.

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UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressure. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
"METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
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FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD BITCHIE.

DODWELL & CO., LIMITED, General Managers.

[37a]

VICTORIA

CYCLE

EMPORIUM.

THE pleasure of cycling consists in having

a first class Machine, and the above Es-

tablishment is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLE" CYCLES,

and we also supply fitting of every description.

Bargains can be had in second hand Machines.

Repairs executed with promptitude and skill.

Enamelling a speciality.

McKIRDY & CO.,

43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

[2461a]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs. " " "

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 2nd July, 1900.

[1698a]

AMERICAN PORTABLE WOODEN HOUSES

THE undersigned have been appointed

AGENTS, and are prepared to accept

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Particulars on application to—

WOODS & CO.,

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Hongkong, 17th April, 1900.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

JOSEPH GILLOTT'S

of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.

The Only
Award
Chicago, 1893

NEWBURY FOR GILLOTT'S

Barrel Pens, 225, 225, 202

Slip Pens, 332, 308, 287, 168,

404, 7,000.

In Fine, Medium, and Broad

Points

THE NEW TURNED-UP POINT, 1932.

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HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

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BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

PORTS.

(FOR INVALIDS AND GENERAL USE.)

- Per Case of 12 Bottles.
- B.—VINTAGE, superior quality. Red Capsule ... 814.40
- C.—FINE OLD VINTAGE, superior quality. Black Seal Capsule ... 16.20
- D.—VERY FINE OLD VINTAGE, extra superior. Violet Capsule ... 20.40
- E.—One of the Finest VINTAGES in the Market. Gold Capsule ... 30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,
ESTABLISHED 1841.

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Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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Telegraphic Address Press—A.B.C. Code.
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DEATH.
On the 23rd inst., Lieut.-Col. M. E. EVAN, M.D., Royal Army Medical Corps, Principal Medical Officer, China and Hongkong, aged 48 years. E.I.P. Funeral will leave Wellington Barracks at 5 p.m. to-day.

The Daily Press.

HONGKONG, August 24th, 1900.

This Paris correspondent of the *Revue* last month sent to that journal the report of an interview which he had with Count Cassini, formerly Russian Minister at Peking. The Count is credited with some extraordinary remarks in the course of this interview, which, if correctly reported, should go a considerable way toward destroying his reputation as an authority on Chinese affairs. Much of what he said was interesting, and we quote elsewhere what he had to say on the subject of the dangers attending the life of a foreign Minister in Peking. Even there, however, we should like to know the basis for his assertion that at one period during his tenure of office at Peking a party of Russian marines "marched in gaily" to guard their Legation, while "the English were subsequently obliged to smuggle in their soldiers disguised in Chinese dress." But it is when Count Cassini discusses the question of the causes of Chinese discontent that he lays himself most open to criticism. "The insurrection," he says, "began in the province of Shantung, where the Germans have settled. They are bad colonisers, and do not understand the Far East. The Chinese must be treated kindly and politely, for they themselves are in the highest degree a polite people. They should never be frightened or threatened. They know very well the barking dog

"never bites. Words with the Chinese should be accompanied by acts. But the English are no better than the Germans: the policy of both in China is based on violence and menace. Hence naturally the hatred of all classes of Chinese for every thing European." We suspect that Count Cassini was merely playing to the gallery when he ventured on this absurd statement. It would certainly be strange that it is in the sphere in which Russia is mainly interested that some of the most ferocious attacks on everything foreign have been made, were it the Germans and English who are primarily responsible for the anti-foreign feeling. No doubt Shantung was a hot-bed of the so-called "Boxer" movement, but the German occupation of Kiaochow is quite a recent act compared with the age of the anti-foreign feeling. As for British colonisation, it is certain that the feelings entertained towards the British here will compare favourably with those towards the Russians in Manchuria. However, it is safe to dismiss the late Russian Minister's remarks on this point as mere rhetoric, suitable for the columns of the *Rossia*. He goes on to speak of the missionaries as another chief cause of the hatred of the Chinese for foreigners, and he does not add much to what has already been said on the subject. His contempt for the native Christian is great, but we fear, not altogether unjustifiable. He adds another reason for the present agitation of China in the discontent with the present dynasty. "From time to time," he says, "a change of the ruling family is a necessity."

As was but natural, the subject of Japan came up in the course of the interview. In regard to the question of trusting that country with the task of pacification, the Count remarked that if the interests of the different countries in China were expressed in figures, then the interest of Russia must be put down as 90 per cent., and the interests of all the others together as only 10 per cent.—surely one of the most astounding statements ever made, even by a statesman! He continued:—"If Russia stultified herself in such conditions, and ceded the place to Japan, her prestige in the Far East would be lost. And in that part of the world 'prestige means 50 per cent. of power. If there is any country whose influence should be prevented from gaining ground in China it is certainly Japan, which is the one Power capable of realizing the ideas of Pan-Mongolism to the terror of all Europe.' Obviously this terror of 'Pan-Mongolism' is Russia's best card at the present time. She has fortunately, however, failed so far to play it to her advantage, in spite of the unsolicited assistance of a number of alarmists of all nations. In view of the ever-threatening Korean question it serves Russia very well to keep the 'Yellow Peril' prominently before the eyes of Europe. But there are fortunately enough clear-sighted men left to see that there is more than a disinterested anxiety for the welfare of the Western world in Russian diplomacy. Japan does not improve the situation by reiterating such expressions as those of the war correspondent of the *Nippon*, quoted in the *N.C. Daily News* Japanese correspondent's letter of the 11th inst., where he says:—"Formerly the Japanese feared and hated Russia, now they simply despise her." Japan has so far in the present crisis acted honestly and deserves the testimony borne by the *Times*, which Reuters's telegram of the 20th inst. reported. But were she to allow the Jingois of certain extremists to develop into a national cry she would certainly alienate the sympathy which is at present hers and make it look as if there were some foundation of fact in the Russian cry about "Pan-Mongolism." Japan has little enough cause to despise Russia, and her best men know this well.

During the 24 hours preceding noon yesterday there were reported three fresh cases of plague and three deaths.

Sergeant Dymond and a party of police visited No. 54, First Street, on Wednesday at 11 a.m., and found some men and women gambling with cards. They captured 14 of them, and yesterday the gamblers were each fined \$5.

We call our readers' attention to the announcement of the postponement of the meeting in connection with the proposed new Rifle Corps until Monday, the 27th inst., at 5 p.m. Owing to the funeral of the late Col. Ryan, the General is unable to attend on the date originally fixed.

The enquiry into the circumstances connected with the death of Cheung Tak, the coolie who died from the injuries received by a fall from a verandah while endeavouring to escape from the police, who had raided a gambling house on the 15th, was concluded yesterday. Evidence as to the injuries received by the man was given by Dr. Bell, and left no doubt as to the cause of death.

Among the arrivals by the German mail steamer *Preussen* was Dr. Mumm von Schwarzenstein, the newly appointed German Minister who is to take the place of the murdered Baron von Kottler at Peking. He was accompanied by Baron von Goltz, his secretary and interpreter. It is understood that Dr. Mumm von Schwarzenstein will stop at Shanghai on his way north.

The 34 building sites put up for auction at Yau-mat yesterday afternoon were not sold.

The telegraph steamer *Shevard Osborne*, which arrived at Singapore from Mauritius on the 15th, was docked at Keppel Harbour, where the *John Pender*, belonging to the same company, which only recently arrived from Europe, is having some work done to her. The boilers of the *Shevard Osborne* were to be surveyed, and after general over-hauling she was to leave for Weihaiwei, probably sailing on the 22nd inst.

A heavy fraud was perpetrated on the Chartered Bank at Bombay on the 2nd instant. A Madrassee, aged about 35, of medium height and dark complexion, presented a forged draft for Rs. 70,000, purporting to have been drawn by the Chartered Bank of India, Australia, and China at Madras on the Bombay branch, and obtained payment from the Bank at Bombay by seventy notes of the Bombay Circle for Rs. 1,000 each. There was the usual letter of advice (also a forgery), and, as everything appeared in perfect order, the money was paid over the counter. The Bank has offered a reward of Rs. 1,000 to any person who will give information leading to the conviction and detection of the forger.

Even the principal officers of the Public Force are not free from the attentions of those who covet other men's goods. On returning to his quarters on Tuesday Inspector Kemp found that two silver watches had been taken from a drawer in his absence. He had discharged his boy the previous day and his first impression was that of revenge the boy had cleared off with the watches. The different pawn-shops in the city were visited, and ultimately Sergeant Terret came across one of the watches, and the pawnbroker identified as the man who had pawned it. The other watch was found among some paper under a staircase at the Police Station. Finding himself cornered the coolie admitted his guilt. He told Mr. Hazeland yesterday that he took the watches because he was hard up. He was sentenced to two months' hard labour.

With reference to the sailing of Sir Pertab Singh with the Indian troops for China, the *Times of Ceylon* says:—"We notice that Sir Pertab Singh who was such a prominent figure in the Jubilee procession—one of the heads of the Sikh nation and as fine a sportsman as exists anywhere in the world—is to command the Jodhpore Lancers on service in China, and other well-known Indian chiefs will also accompany their Regiments on service. It will therefore be a memorable episode, for although Native Chiefs have gone on service before, this is the first occasion on which they have taken command of their regiments on active service. Sir Pertab Singh, who is known and honoured by large numbers of British officers in India, will no doubt bring back laurels from the seat of the war, and the employment of such men in Imperial work cannot but result in raising them in their own estimation, and in providing an outlet for the fighting instincts of a fighting people."

Yesterday expressions of regret were general throughout the city when it became known that Lieut.-Col. Ryan, the Principal Medical Officer of the army for Hongkong and China, had passed away at about ten o'clock that morning at the Hongkong Club, where he had rooms. The deceased had not been well for some four or five weeks, being troubled with fever, and latterly he experienced an attack of pneumonia. On Wednesday it was observed that his condition was serious and a constant watch was kept over him. During the night he sank gradually, and in the morning succumbed, at the age of 45. The Colonel had only been in the Colony since the commencement of the year, but notwithstanding his short residence amongst us he had already made his presence felt, being one of the most valuable and energetic members of the Sanitary Board, to which he was appointed by the Government at the beginning of March. It was at his suggestion that the Board decided to hold committee meetings of the whole Board with the primary object of considering a comprehensive scheme of sanitary reform for the Colony, which he undertook to draw up, and which the Government invited the Board to submit to them. The funeral takes place at 5 p.m. to-day.

The hospital ship *Carthage* arrived in the harbour yesterday, and has attracted much attention, she being a conspicuous object with her white hull and the red cross displayed on her funnels, bows and stern. She has undergone considerable internal alterations, and good and comfortable accommodation has been provided for 15 British officers, 15 British soldiers and 90 Native soldiers. The beds, 6 feet 5 inches by 3 feet, are fitted with copper spring-mattresses and mosquito-curtains, and over each is an invention of Captain Holland, I.M.S., consisting of a small trapezoid arrangement so that the patient wishing to rise to a sitting position may assist himself by means of hanging bars. There is an operating room, dispensaries, disinfecting room, washing rooms and accommodation for British, Hindus and Mahomedans, so that they will not interfere with each other's arrangements. She is fully equipped for six months' service. The following comprise the establishment of the ship:—British Section—Captain C. G. Spencer, R.A.M.C., in charge; Assistant Surgeon E. J. Noronha, Nursing Sisters A. M. Waterhouse and Hill, Pack Store Sergeant F. Ripton, 1st Norfolk Regiment; Nursing Orderlies Privates Townsend, E. Lang, E. Atkinson and S. Hand, 1st Norfolk Regiment, and seven men, Army Hospital Corps. Native Section—Major W. A. Sykes, I.M.S., in charge; Captain W. E. Scott-Moncrieff, I.M.S.; three hospital assistants, one havildar, ten regimental orderlies and thirteen men of the Commissariat Department.

Negotiations are pending for the purchase by the Government of India of the Great Indian Peninsula Railway for the price of over £34,000,000.

Two young Siamese princes, selected by the King of Siam, are on the way from Bangkok to Europe to be trained in the German Army.

Lieut. F. W. Stoddart, Wiltshire Regt., has been appointed Quartermaster of the Chinese Regiment, with which he is serving as a subaltern.

Bola Singh, the watchman at Lychaukwan, found the dead body of a European, apparently 40 years of age, on the beach on Wednesday night. It has not yet been identified.

The proposed Memorial Service at St. Paul's Cathedral, on the 23rd ult., for those supposed to have perished at Peking, is stated to have been postponed "at the instance of several influential persons, not political."

Mr. Th. Collmann, the Adviser to the Siamese Post and Telegraph Department, has been promoted to be Inspector-General in that department. The appointment is for five years. The post is a new one.

The American authorities in the Philippines have arranged to isolate all the lepers from the islands in three islets near the port of Cebu. To make room for the lepers, all the inhabitants of the islets will be removed to Cebu.

Pellard's Lilliputian Opera Company has reached Singapore and was to produce for two nights only, the 18th and 20th inst., the musical comedy *The Belle of New York*. After their unpleasant experiences in South Africa at the outbreak of the War, it is to be hoped that the Company will meet with the best of luck in the East.

Lord Onslow, Parliamentary Secretary to the India Office, made an announcement in the House of Lords on the 23rd ult. that it was the intention of the Home Government to contribute at least a quarter of a million of money towards the revenue of India, to meet, amongst other things, the expenses borne by the Indian Government in the despatch of the China Expeditionary Force.

Mr. Ritchie, in the House of Commons on the 23rd ult., said the exports of coal, coke, etc., from United Kingdom to France, Germany, and other European countries in the eleven months ending May 31 last were:—France, 6,989,313 tons; Germany, 4,973,684 tons; other parts of Europe about 19,000,000 tons. The exports from the United States in the same period (the President of the Board of Trade added) were:—France, 26,336 tons; Germany, 3,126 tons; other parts of Europe, 138,645 tons.

Much activity prevails in the Richmond coal depots at Philadelphia just now, says a home paper. Besides the usual consignments to Mexico, and the various ports in South America, large cargoes are being sent from the Atlantic to the Pacific to meet the demand for American transports to China and the Philippines. There are also large consignments to France at \$2.05 a ton f.o.b., excluding of course the freight which varies from \$4 to \$5 a ton to Marseilles.

Mr. William K. Vanderbilt, junr., the young millionaire, on the 22nd ult. made a flying trip on a new French automobile from Newport to Boston, a distance of seventy-five miles, and covered it in two hours forty-seven minutes. This has beaten all previous records. While receiving the congratulations of his friends, young Vanderbilt was arrested by the police for furious driving through a suburb of Boston, was there and then taken before a Magistrate, and fined \$15.

THE DANGERS OF PEKING.

In the course of an interview to which we allude elsewhere, Count Cassini, late Russian Minister at Peking, told a representative of the *Revue*:—"The position of the foreign Legations in Peking has always been dangerous. I remember my stay in China as one of the most painful periods of my life, in spite of the fact that at that time Russia's prestige there was so great that it was not I who had to go to the Tsungli Yamen but the Tsungli Yamen which had to come to me. But I had continually to warn the members of my staff and the servants not to go into the streets and talk with the people, especially on holidays, when it was positively dangerous. We felt like being in prison in the Manchou town when the Chinese shut the gate at night. I remember once on the occasion of an official holiday Peking was overrun by thousands of Chinese workmen, whose behaviour was very threatening, and I requested permission to call in some of our sailors. The Tsungli Yamen objected, and said they would undertake to guard the Legation, but when I saw the murderous-looking risings of the Chinese soldiers my first impression was that we should all have our throats cut, and I insisted upon their withdrawal. I only finally surmounted the objections of the Tsungli Yamen by quoting a precedent—a great argument with the Chinese—which was, that, like all the other Legations, we had already been allowed to have a guard in the form of 25 Cossacks, who had simply been sent away on the score of economy. This had the desired effect, and our marines marched in gaily. The English were subsequently obliged to smuggle in their soldiers disguised in Chinese dress."

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Tamba Maru* (European Line) left Singapore on the 22nd instant, and is expected here on the 27th instant.
The C. P. E. steamer *Empress of Japan* left Vancouver on Monday, the 20th instant for Hongkong via the usual port of call.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 23rd August, 10.20 p.m.

DETAILS AT LAST ABOUT PEKING.

The latest news is that the allied troops arrived outside the walls of Peking on the 18th inst. The Russians tried to enter early on the 14th, but were unsuccessful.

BRITISH AND AMERICANS ENTER FIRST.

The Americans and British then fought their way in and reached the Legations, where they found the people well, though short of food.

JUST IN TIME—CHINESE TREACHERY.

Minister Conger said that the garrison must have succumbed if relief had not come then. Sir Claud MacDonald says that the Chinese broke every engagement with the Ministers.

ESCAPE OF THE IMPERIAL PARTY.

The Imperial City was entered on the 15th instant. The Empress, the Imperial Family, and the Court fled on the 11th to Suanbun in Shansi.

TOTAL CASUALTIES.

The total number killed in the Legations was 67, and the wounded numbered 120. The latter are all doing well.

SIR ROBERT HART AT TIENTSIN.

We understand that information has reached the Imperial Chinese Maritime Customs offices at Hongkong that Sir Robert Hart, Inspector General, has reached Tientsin safely.

THE WAR IN SOUTH AFRICA.

London, 22nd August, 7.45 p.m.

THE PURSUIT OF THE BOER LEADERS.

Commandants De Wet and Delarey are moving eastwards. The pursuit continues. AN ENGAGEMENT.

Generals Paquet and Baden-Powell are moving up the Petersburg railway and have engaged the commandos assisting De Wet.

THE PLOT AGAINST LORD ROBERTS.

It is unofficially reported that Hans Cordua has been found guilty. Sentence, however, has been deferred until the conviction is confirmed.

REUTERS'S SERVICE.

LONDON, 21st August.

FIELD MARSHAL COUNT WALDERSEE'S STAFF.

Colonel Grierson, R. A., and Col. Powell, of the Indian staff, will join the staff of Field Marshal Count Waldersee.

THE STRIKE OF STOKERS AT MARSEILLES.

The strikers are preventing the unloading of the P. & O. Mail *Goleonda* at Marseilles and the company threatens to send their vessels to Genoa.

THE SOUTH AFRICAN WAR.

Commandants De Wet and Delarey were reported, on the 19th inst., to be within 20 miles of Pretoria, moving North-East, which shows that they have quitted the Western Transvaal.

General Hamilton occupied Oliphant's Nek on the 17th inst., and captured two Krupp guns. Up to the present 684 Boers have surrendered at Harpersmith.

THE CRISIS IN CHINA.

Li Hung-chang has applied to the United States to appoint Mr. Conger or another American to conduct negotiations for peace.

Russia has prohibited the export of arms.

During the storming of the kopje by the Northampton a striking incident took place. Somewhere or other a chaplain named Hill, pushed his way right up into the firing line, and when the advance began the man of peace trotted forward with his "boys" over the rough boulder-clad face of the kopje. Suddenly just beside him a man was struck down by a bullet in his head. He was not killed, and as he rolled over in his agony he caught sight of the chaplain. "I'm done for now, padre," he groaned. The padre hesitated not a moment. He stood erect and walked deliberately over to the man. Drawing a Bible from his pouch, he knelt down with his back to the enemy, and in a calm voice began to read the comforting words. The groans of the stricken man ceased, and he listened eagerly. "Come back and lie down, sir," cried an officer, angrily. "You've no right to risk your life in that way." "This is my place, and I am doing my own special work," replied the chaplain, steadily. And he did continue until the man's eyes closed in death. It is one of the most marvellous things in the whole of this marvellous war that the chaplain—exposed and motionless as he was, offering the best target in the world—was not instantly killed. One can only attribute it to that unknown Power, stronger than chance, what we poor weak mortals call "mercy."

From Cassell's History of the Boer War.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The hospital ship *Carthage* arrived late on Wednesday from Bombay.
The transports *Muttra*, *Ula*, *Uganda*, and *Chive* sailed late on Wednesday for Taku. The *Uganda* followed yesterday, while the store-ship *Humber* proceeded to Shanghai. The *Vadala* and *Islanda* left yesterday for Calcutta.
The German cruiser *Hertha* arrived yesterday from Swatow, which she left on the 22nd instant.

The Italian cruiser *Sironball* and the three transports under her convoy left Hongkong yesterday for Taku.

Last night the British gunboat *Britomart* arrived from Singapore.

ON THE WAY.

About this date a small fleet of Russian warships are expected at Colombo. These are the armoured cruiser *Gromoboi* (12,336 tons, 23 knots, 20 guns); the turret ship *Poltava* (10,960 tons, 17 knots, 16 guns) and the torpedo destroyers *Delphin*, *Kuslak*, *Kit* and *Shat*. The second-class cruiser *Alger* (4,382 tons, 20 knots, 10 guns) of the French Navy, and third-class cruiser *Lombardi* (2,380 tons, 17 knots, 10 guns) of the Italian Navy are also expected at Colombo en route for China.

OTHER TRANSPORTS.

According to present arrangements five transports with Russian troops are coming out, and the first of these, the *Ekaterinavla*, with a large number of marines and sailors, is expected here in a few days. These men are to take the place of those who have been landed from the Russian men-of-war for shore operations. She will be followed a week later by the *Poronoi*, with 1,500 troops, Infantry and Artillery, and with over 300 tons of ammunition and stores, their destination being Taku. The *Saratov*, with 1,200 troops, will be the next to arrive here, while the other will be the *China* (East Asiatic Co.), which is bringing out a large quantity of ammunition and two torpedo boats in sections.

Besides the two transports which recently arrived with German troops, several other transports are coming out within this month, bringing in all eight battalions of Infantry.

The French contingent is to be about 9,225 officers and men, which will include 4 regiments of Infantry, 8 battalions of Artillery, besides Engineers, Telegraph Staff, etc.

THE GERMAN SQUADRON.

The German squadron which arrived at Singapore on the 20th inst. and was expected to coal there consists of nineteen vessels, of which no less than eight are first-class battle-ships, the rest being cruisers and torpedo-boats. The large fleet is to be known as the German East Asia Squadron, and will be under the command of Admiral Geisler, who is reported to have left Wilhelmshaven, with the majority of the vessels, on the 11th July. The leading ships of the squadron are the battleships *Kaiser Friedrich III* and *Kaiser Wilhelm II*, of 11,000 tons displacement, 18 knots, and 34 guns each; the *Brandenburg*, *Kurfurst Friedrich Wilhelm*, *Wiesenburg*, and *Worth*, of 10,100 tons displacement, 16 knots and 20 guns each; and the *Sachsen* and *Wartburg*, of 7,441 tons displacement, 14 knots, and 14 guns each. The other vessels are the despatch vessel *Hela*, 2,000 tons, 20 knots, 4 guns; the torpedo gun-boat *Jagd*, 1,250 tons, 20 knots, 4 guns; the third class cruiser *Nixe* and *Nymphae*, of 2,600 tons, 21 knots, 10 guns each; the second class cruiser *Victoria Louise*, of 5,550 tons, 19 knots, 20 guns; and the fourth class cruiser *Sperber*, 1,120 tons, 13 knots, and 8 guns. Then there are five large torpedo-boats to complete the fleet, these being detailed off to act as despatch boats to the squadron. The four large battleships will have 508 officers and men each, while the four smaller ones will have in all 1,087 officers and men. The whole squadron, with the exception of the torpedo-boats, will be manned by 5,915 officers and men. The *Kurfurst Friedrich Wilhelm* is the flagship.

THE INDIAN TROOPS.

The following Simla telegrams refer to the Indian troops for China:—

Simla, 6th August.
"Cholera having broken out in 'C' Battery Royal Horse Artillery, it will be replaced in the Cavalry Brigade for China by 'B' Battery from Lucknow, which will sail in the *Ufina* on the 13th instant."

Simla, 6th August.
The 34th Pioneers join the Third Brigade. The 5th Hyderabad Contingent Infantry go from Bolaram to Hongkong for garrison duty. A wing of the 2nd Hyderabad Contingent Infantry move from Raichore to Bolaram in relief of the 5th.

Forty-two more Indian medical officers are being recalled from civil to military employ. This makes seventy-two in all. It has been necessary to transfer to military duty owing to the China trouble.

Accompanying the Imperial Service troops Brigade to China will be Sir Pertab Singh, commanding Jodhpore Imperial Service Lancers. The Maharaja of Bikanir, commanding Bikanir Infantry, while the Maharaja Uwar probably accompanies his regiment, and more than one actor of the Royal House of Jodhpore go too.

The regiments will be entirely in charge of their own officers, but there will accompany them besides on special service; the British inspecting officers who have for some years past all been connected with the Corps which are being despatched. These officers are Majors J. G. Turner and H. V. Cox, and Captains E. M. Hughes, C. M. Crawford, W. L. Conran, C. W. Tribe and H. D. Watson.

The whole force will be ready to embark in about ten days but it is improbable that the shipping will be available until about the 20th instant, when the vessels returning from China are expected and when the force will begin to get off.

The Staff of the 3rd Brigade sail in the *Nerubula* on the 16th instant.

BUENIA BATTALION FOR THE FRONT.

A Fourth Brigade has been ordered to China, consisting of the 28th Madras Infantry from Madras, the 6th Burma Battalion from Mandalay, the Ulwar Imperial Service Infantry and the Bikaner Camel Corps as an Infantry regiment. The following additional troops accompany the Brigade: The 1st Jodhpur Imperial Service Lancers and the Malerkotla Sappers. The 28th Madras Infantry will be relieved by the 19th M. I. from Quilon, Trichlor and Tadamnam. The 28th M. I. will sail from Madras, the 6th B.B. from Rangoon and the remainder from Calcutta. The Imperial Service troops will embark not before the 20th instant. All these troops, including the Imperial Service Corps, will be armed with 303 rifles or carbines. Each of the Battalions of Infantry will also be supplied with the 303 Maxim gun.

SUPREME COURT.

August 23rd.

CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARBINGTON, C.M.G. (CHIEF JUSTICE).

THE ALLEGED ARMED ROBBERY AND MURDER IN KOWLOON BAY.

Tung Lin and Lo Tung were again placed in the dock with two separate charges against them. They were charged first with the murder of an old man named Cheung San in Kowloon Bay, on 21st June last. Prisoners were defended by Mr. M. V. Slade.

The following composed the jury—H. Ratton, P. de Champoigny, A. Weill, C. W. Richards, J. Helms, A. H. Mansell and E. J. Judah.

The evidence being completed, the concluding speeches were delivered.

Mr. Slade said that in this case, before addressing the jury he ventured to submit that there was no evidence of common intention such as would make the act of the third man the act of the two prisoners in the dock—in fact that there was no evidence to go before the jury that they had committed robbery. There was evidence that they had committed robbery.

His Lordship said he always thought the best course was for counsel to put their view of the law before the court and jury, that was to say, if the case was going to the jury. He understood that Mr. Slade wished to argue the point that there was no case to go before the jury.

Mr. Slade—Yes.

His Lordship—I do not agree with you. State to the jury what your view of the law is and cite any cases you wish, and I will direct them on the law.

Mr. Slade, addressing the jury, said that in this case there were a number of facts which were perfectly clear and on which they could have no reasonable doubt at all. It was perfectly clear that three men—the two men in the dock and another man who was not in custody—took a sampan at Hung Hom and crossed to the other side of Kowloon Bay; that they there landed for a short time and got into the boat again, and on their way back across Kowloon Bay they robbed the boat-people of their belongings. The charge of robbery, which these men had undoubtedly been guilty of, was not a charge of robbery.

That charge of robbery would or might be tried by another jury. There was an indictment on the file and they had heard his Lordship direct the remaining jury-men to come back at two o'clock. That would probably be for the purpose of trying the indictment for robbery, which these men had undoubtedly been guilty of. What these two men were put on their trial for now was murder. It had appeared perfectly clear on the evidence, both in the popular sense of the word and in the legal sense, that the deceased man had been murdered.

They did nothing directly or so far as they could judge, indirectly, towards the killing of the unfortunate man. The third man who had the chopper in his hand seemed to have run amuck and chopped anyone he came across. The two prisoners neither tried to kill anyone themselves, nor did they assist the third man in his attacks on the boat-people. Therefore the jury might be surprised if these two men being indicted for murder.

The crime of murder had been known and had been punishable by our law in England for many centuries, and there had grown up what he might call a distinct species of crime, namely, a crime which had been called the crime of constructive murder—that was to say, it had been held by learned judges that people who did not kill really, who did not intend to kill, and who did not do anything with any intention of doing harm, might be found guilty of murder; and what the jury would have to consider in this case was this: Whether or not these two men came within the definition of constructive murder which would lead down to them by his Lordship, and in considering that question they would bear in mind that it was their duty and their privilege to give the prisoners the benefit of any reasonable doubt which they might have in their minds. They must also bear in mind that in saying that the prisoners were not guilty of murder the prisoners would not escape punishment. They would be tried for robbery and would undoubtedly meet with their deserts. Mr. Slade proceeded to quote cases from which he argued that the prisoners did not come within the definition of constructive murder.

The Attorney-General in reply contended that the evidence showed that the two prisoners were engaged in an armed robbery concerned between them in which it was intended that violence should be used to terrify the victims and overcome or prevent resistance.

Each took a part in the violence, and the violence used by the third robber was so great that in the result, he killed the old man. It is not disputed that the third robber who has, so far, escaped is guilty of murder. The question is what is the responsibility of the two prisoners, and the Attorney-General contended that they were each of them responsible for the acts of the third man and in point of law the violence of all. It was used in pursuance of the common purpose to rob the old man, and in accordance with the decision of the Judges in the *Sittingbourne* case, decided more than two centuries ago, and still good law, cited as such in the modern works, the stroke which killed the old man was in point of law the stroke of all the three taking part in this armed robbery. This was in accordance with the doctrine laid down in the case of *Rex v. Smith*, that if one or more of a gang of robbers are proved to have arms all the gang may be deemed to be armed. The others take the benefit as well as the responsibility of the arms carried by their comrades, and might be found guilty of armed robbery although they were not themselves carrying arms. He, therefore, contended that both prisoners are responsible in point of law and are guilty of murder.

His Lordship having summed up the jury returned to consider their verdict.

After an absence of a quarter of an hour they returned, and the Foreman announced that they had returned a unanimous verdict of guilty against both prisoners.

His Lordship then assumed the black cap, and passed sentence of death.

THE GAGE STREET CUTTING AND WOUNDING CASE.

PROCEEDINGS AT THE MAGISTRACY YESTERDAY.

At the Magistrate's yesterday, before Mr. Hazeland, a Japanese, said to be a seaman and named Yamataka Tobochi, was charged with cutting and wounding a Japanese doctor named Ka Kiuchi. He pleaded guilty.

Mr. H. Hursthouse (Messrs. Denays and Bowley), who appeared for the prosecution, said that in this case he should ask his Worship to commit the accused for trial in the usual way to the Criminal Sessions. He would just state the facts briefly, and would then have to submit that this was not a case which his Worship should deal with.

His Worship—You submit that six months is not sufficient punishment?

Mr. Hursthouse said yes. He was prosecuting under section 18 of Ordinance 4 of 1865. The prisoner was a perfect stranger to the prosecutor up to last Sunday. The prosecutor was a Japanese doctor, and the prisoner went to his room in Gage Street and asked him to prescribe for a stomach complaint. The doctor proceeded to do this. He mixed some medicine and directed him how to take it. The parties were then sitting down and the prisoner suddenly jumped up without any warning, drew a clasp knife out of his breast pocket, and stabbed the prosecutor on the left side of the head. The prosecutor rose from his chair apparently and raised his arm with a view to ward off a blow, and he was stabbed a second time in the arm. It would rarely seem on the face of it as though there was absolutely no motive of any kind for such a crime. But the circumstances were so suspicious as to lead one to suppose that there was something else behind. They could not go into that at present, more particularly as the prisoner had pleaded guilty. Between now and the sessions a certain time would elapse, and it was quite possible that at the sessions some other matters would be brought forward.

His Worship—What do you suggest?

Mr. Hursthouse said evidence as to a very serious charge might be forthcoming. He could not go into it then. He was simply going to prove the unlawful wounding. He, however, only first pointed that out in passing. His application was that his Worship would commit the case for trial.

Mr. Hazeland—You suggest it is quite possible you may have to take other proceedings of another nature against the prisoner? Mr. Hursthouse—I think so, and possibly against others; but I cannot go into that at present.

His Worship—It seems a most extraordinary case. There must be something behind it—were the wounds very large ones?

Inspector McLennan—About two inches long.

His Worship decided to hear some evidence so that he would be able to judge whether it was a case for the Criminal Sessions or not.

The evidence was accordingly proceeded with. The prosecutor said he was a medical practitioner and had been in Hongkong since August, 1898. He was living at No. 11, Gage Street. He saw the prisoner for the first time on the 10th August in his room in Gage Street about 11.30 in the morning. He came to ask him for some medicine, as he complained about his stomach. He prescribed for him, mixing some medicine and putting it on the table. He told him to take it three times a day and then sat down. At that time they were both seated opposite each other. Then the prisoner got up and drew a knife, saying, "This fellow," or something to that effect. The knife produced was the same. He then stabbed him on the left side of the head. Witness got up and the prisoner cut him on the arm. Witness remained in the room. Besides himself and the prisoner a Japanese woman was present. She was called Omura. After stabbing him the prisoner ran into the street. He next saw the prisoner in the charge room at the Central Police Station about an hour afterwards and made a charge against him. Witness was carried from his room to the Police Station in the ambulance and was subsequently taken to the Government Civil Hospital.

The prisoner had no questions to ask.

The Japanese woman Omura was the next witness. She said she resided at No. 9, Ship Street, and was at No. 11, Gage Street, on Sunday morning last. At about 11.30 she saw the prisoners there. He asked the doctor to give him some medicine, and the complainant mixed some, placed it on the table, and told him to take it three times a day. As soon as the medicine was placed on the table the prisoner got up, saying, "What! this fellow!" and stabbed the complainant on the head—on the left temple—and then on the left arm. The prisoner ran away. She followed him into the street and called for help, and some China boys chased after him. She saw the prisoner again in the charge room about half-an-hour afterwards. She knew the prisoner by sight. She had never spoken to him, and did not know what his occupation or profession was.

The prisoner had no questions to ask.

Chu Yik, house cook at No. 7, Gage Street, a Japanese house, was next called. He said on Sunday morning last, at about noon, he was standing at the door of the house when he heard a noise opposite, proceeding from No. 11. He ran across, and in a room on the floor he saw a Japanese man holding his hand. The complainant was the man. He saw a man run out into the street and run up the street. Witness chased him. The prisoner was the man. Witness chased him into the Public Gardens, and saw a sergeant who was down below stop him.

The prisoner had no questions to ask.

Sergeant Williamson said that on Sunday, at about 12.15 p.m., he was in Upper Albert Road, near the Public Gardens, when in consequence of what a Chinaman told him, he arrested

the prisoner, whom he saw there. When he first saw him the prisoner was dodging behind the trees. He brought him to the Central Police Station and searched him in the charge room. He found on his person the knife produced.

The prisoner had no questions to ask.

The case was adjourned until the afternoon to allow of the attendance of Dr. Bell.

In the afternoon evidence as to the nature of the injuries received by the prosecutor was given by Dr. Bell, and Mr. Hazeland committed the prisoner for trial.

SWATOW.

[FROM A CORRESPONDENT.]

Swatow, 19th August.

THE SITUATION.

In the last few days things have quietened down a bit round the adjacent districts, and the roughs seem to have given up looking for some time. I should not wonder if this were owing to a gentle hint received from the native authorities. During the looting that took place at Ungkum and at the other places, one of the French priests defended his property with assistance rendered by the converts and he was unexpectedly surrounded by the roughs, and it seemed as if they were bent on attacking this priest and his followers. The result of this was that the head French missionary wired to his Consul at Canton for a man-of-war. His appeal was promptly complied with, and the gunboat *Comete*, with the French Consul from Canton on board, arrived here on the 17th instant. The roughs had in the meantime dispersed and thereby set the priest at liberty. I hear the French Consul from Canton is going to see the Taotai at Chowchow.

WELCOME NEWS.

Messrs. Bradley & Co. received two wires, one from Amoy and one from Hongkong, last night. The one from Amoy says that the Allies were at Peking before the fifteenth and that the Governor of Shantung reported their entry the same day. The other wire, from Hongkong, says that Peking was relieved on Wednesday, Ministers and subordinates safe. This is really very good news.

GENERAL WONG.

arrived here on the 17th instant from Canton, apparently with the object of restoring order.

THE WEATHER.

Severe gales have visited this port for the last few days, and it looked as if the centre of the typhoon was going to pass over Swatow. The lowest barometer registered this week shows 29.42. Owing to the unsettled state of the weather several vessels are prevented from going to sea, and have therefore taken shelter inside of Double Island, which place is very safe in typhoon weather.

H. M. S. "MOHAWK."

is still in port and likely to remain here for some time.

SANDAKAN NOTES.

[FROM OUR CORRESPONDENT.]

Sandakan, 13th August.

THE CHINA-BORNEO TRADE AND THE CRISIS. It is reported that the steamer *Sandakan* is not to return to Sandakan until the trouble in the North of China has been settled: the difficulty would appear to be that the Kowloon gowloos are practically full of timber, and delays in discharging are anticipated. It is sincerely to be hoped that the *Mawang* will be kept on the run, as the total interruption of business between China and Borneo would be a very serious drawback. Moreover probably one steamer on the run would do well, and not meet with undue delay at Hongkong.

WHALE IMPROVEMENT AT SANDAKAN. The proposed removal of the seat of the Government from Sandakan to Jesselton having been shelved *sine die*, it is stated that the Government propose taking immediate steps for the improvement of the wharf accommodation, a much needed act; the present wharf is to be completely reconstructed, and extensions are to be made. The sooner this is completed the better for the port, as the shipping frequenting here is steadily increasing, and every encouragement should be extended to it in the best interests of the territory.

U. S. ACTION AT SULU. Again a Wee Bin steamer is reported to have been fired at Sulu, the *Teresa* being molested to the extent of \$1,000. Goods for the Sulu natives are supposed to be duty-free, and two cases of opium for the Sultan of Sulu were landed—though not on the port's manifest; the authorities promptly imposed a fine, as stated; as, however, Wee Bin's have given shippers to understand that another fine imposed on their vessels (the *Nam Yung* was recently fined \$500 for some trivial offence) at Sulu would mean their discontinuing calling there, the shippers themselves—though totally without interest in the case—made a pool, and paid the ship's fine. This is an example of the way in which the American authorities encourage (?) business with their ports.

THE TOBACCO OUTLOOK. It is understood that Tawao Tobacco Estate will this season plant one hundred fields, against sixty last season. It is encouraging to see even this slight improvement, for things have not been too bright for planters here of late.

A curious story is going the round of the Paris studios, says a London paper. It is related that some time since a picture was brought to the Louvre and offered for sale, its owner claiming that it was a Raphael. It was handed over to the experts, who, after inspection, came to the conclusion that they could not say it was not a Raphael, but were inclined to regard it rather as the work of a pupil or contemporary of that artist. The picture was eventually purchased by a Chinese collector, and on turning it round, the precious painting was found to be on the lid of a cigar-box.

CHINA IN THE HOUSE OF COMMONS.

THE CRISIS.

On the 20th ult., in answer to Mr. Walton, Mr. Brodick said,—"The reinforcements in ships which have been sent out to China since the present outbreak consist of—*Goliath*, battleship; *Argonaut*, *Isla*, *Dido*, *Marathon*, *Wallaroo*, *Arcton*, and *Mohawk*, cruisers; *Lisard*, *Bravado*, and *Briton*, gunboats; besides 860 seamen and marines by transport. The despatch of reinforcements will naturally depend upon the course of events. Ten thousand men have been despatched from India, and the troops withdrawn from Hongkong are being made up. Further troops have been placed under orders in India, and can be immediately despatched if necessary arises. Troops will be available in this country to replace any troops withdrawn.

Mr. Dillon asked the First Lord of the Treasury whether the Government had taken any steps to prevent the exportation of arms or munitions of war to China by British firms, and if not whether immediate steps would be taken.

Mr. Balfour—As the hon. member knows, it is impossible in the present state of the law to forbid the importation of munitions of war into China from this country, but the matter seems to the Government to be extremely pressing, and to-day a Bill will be introduced in the House of Lords conferring the necessary powers. (Hear, hear.)

Mr. Yerburgh asked the Under-Secretary for Foreign Affairs whether, in view of the fact that Mr. Warren, the acting British Consul-General at Shanghai, was now the senior representative of British interests in China, and possessed such knowledge of Chinese affairs as would enable him to deal with the Viceroy in the present crisis, the Government were prepared to give him temporary rank as *Chargé d'Affaires*.

Mr. Brodick—Full powers to take all necessary action have been given to Consul-General Warren, but it is not considered desirable in the present state of affairs to make the change suggested by the hon. member.

Mr. Yerburgh asked the Under-Secretary for Foreign Affairs whether the Government were aware that a strong opinion had been expressed at Shanghai that a powerful body of British troops, together with transports, should be held in readiness at Hongkong for immediate despatch to the Yangtze Valley in case of necessity; and could he state what were the number of troops now at Hongkong available for such service, and whether they were provided with sufficient transports.

Mr. Brodick—The Government are aware that strong views are held at Shanghai and other Yangtze ports as to the desirability of sending ships and troops for the protection of Europeans, but there is not unanimity of opinion as to the effect of such action. Troops are now rapidly arriving from India. The officers commanding the troops at Hongkong and Weihaiwei have been directed to place themselves in direct communication with the Consul-General at Shanghai with a view of meeting any emergency.

Mr. John Wilson asked the Under-Secretary for Foreign Affairs whether the statement was true, which had appeared in one paper, that 60 missionaries had been massacred in Shansi.

Mr. Brodick—I have seen the statement which appeared in one paper, but her Majesty's Government have no confirmation of it, and we are in hopes that it may not be correct.

In answer to Mr. Walton Mr. Brodick said—Sixteen of her Majesty's ships are at present employed on the Yangtze and its vicinity, and are being moved from day to day to meet the constantly changing conditions. The senior naval officer is at Wosung, and is in close communication with the Consul-General at Shanghai. It is not desirable that the exact positions of her Majesty's ships on the China Station should be specified during the present condition of affairs. (Cheers.)

CHINA'S FUTURE. INTERVIEW WITH MR. J. JAMIESON. Mr. George Jamieson, C.M.G., who has spent the greater part of his life in China, where he entered the diplomatic service in 1864, concluding his work as Consul-General of Shanghai about two years ago, has given me his interpretation of the present outlook in China, written for *The Daily Chronicle's* representative.

"My view upon the general question," he said, "is that the present revolt is the last effort of a dying cause. It is an effort on the part of the Empress Dowager and the older Conservative Manchū clique to maintain a power which they feel is passing from their grasp. There is nothing new in an insurrection of the Boxers, or the Righteous Harmony Fists, or of the Great Sword Society. In every province in China there is a large population usually kept down by the strong arm of the law, always ready to join in any movement for plunder. With a little encouragement from the authorities they soon become formidable. Their weakness consists in this: they have neither money, army, organisation, nor leaders. Therefore, they could have been put down by the Chinese Government at very short notice if it had so chosen. In defiance of all the plighted faith of treaties, the Dowager Empress threw all the weight of the Chinese soldiery into the scale with the Boxers. Her hand was forced; and I do not believe she contemplated all the horrible results.

"Do you consider the 'invasion' of Russia part of a preconceived plan?"

"No, I imagine it is a separate movement on the part of the mob, the result of the disorganised state of the country. In recent years the Russian Government has been hard at their Siberian railway from Strerok to Vladivostok, having obtained permission from the Chinese Government to run it through Chinese territory. In Manchuria the favour has been granted to allow Cosacks to police the line. The men may have roughly handled the Chinese, who are now retaliating. Of course it gives the Russian Government a plausible excuse for war; which will probably result in a readjustment of territory. But provided the integrity of the eighteen Chinese provinces proper are preserved, the Powers will scarcely object to Russia taking a portion of Manchuria so as to throw the whole of her railways within Russian land."

And how about retribution on the part of the allied Powers?"

"Remember," Mr. Jamieson replied, "we are only at war with a reactionary clique, which happens to be in power at the moment. The Dowager Empress has no right to the position she holds. Justice will have been done if the Empress is removed (Mr. Jamieson suggested nothing more harsh), and all the instigators of the outrage upon the Legations punished. Then, if at the end it should prove that the Emperor is still alive, he will be restored to power, with a council to help him selected from amongst the most liberal Chinese the Powers can find."

"But should the Emperor not be alive the next step for the Powers would be to get a successor elected from the Imperial family according to Chinese custom and ceremonial. As soon as the emperor has been brought to an end, doubtless many Chinese of high authority will come forward prepared to co-operate with us."

THE SITUATION. There may seem at first sight to be some significance in the fact that this determination of Japan to send troops to Corea has been taken just at the same time as Admiral Seymour determined to garrison Shanghai, or at least to inaugurate a vigorous policy in the Yangtze valley, if there is any truth in the rumours to that effect that have reached us so far. The coincidence is only a coincidence, however, for Japan is by no means over-pleased at this step of the Admirals in view of the satisfactory assurances given by the local Chinese authorities, and there is a disposition to blame Great Britain for having been the first to divert her energies from the one great object in the north. Russia has, to be sure, already diverted her troops from that great object, but in order to remain *non grata* on the matter she has, I am told, got up some very blood-curdling but mendacious descriptions of the badness of the situation along the Amur. Japan, too, is now about to divide her energies, in spite of the fact that the Emperor of Corea has been on his very best behaviour of late, having even agreed to the allies at the front, and testified in every way that whoever was not at least on the side of civilisation. But then of course Japan and Russia have both the advantage of having nobody to contradict them when they talk in fearsome whispers, one of them of "Red Highwaymen" on the Corea frontier, and the other of savage Chinese hordes ready to invade Siberia. England cannot well invent stories like that in a place like Shanghai—though Shanghai can undoubtedly invent stories of what is happening elsewhere, in Peking for example—it's the fault of "the open door."

THE SITUATION OF WAR. There is a good deal of talk here of how Japan will reimburse herself for the cost of the war, until such time as she can make China reimburse her. The taxes are, as every foreigner has reason to know, very heavy and very carefully collected; an increase of the land-tax would be unpopular; so that several of the leading Japanese politicians have thought it well to suggest that the Government should take advantage of the present opportunity to negotiate with the Treaty Powers with the object of recovery for the country of complete Customs autonomy. This would increase the revenue by some 30,000,000 yen per annum, and it is no wonder therefore that politicians of all shades of opinion are in favour of it—Count Okuma, Count Itagaki, the Liberal leader, Baron Kaneko Kuntaro, and even, it is said, Viscount Aoki, Minister for Foreign Affairs. It has even been stated that all the Powers concerned save England and Germany have been sounded by the latter Minister, and been found very willing to let Japan have what she wants. And with England and Germany there will certainly be no difficulty; but something should be asked by them in return in connection with the question of foreigners being allowed to own land, etc., etc., especially as all the leading Japanese are in favour of this boon being granted, and as the Government has hitherto refrained from granting it, probably because it is indisposed to yield any of the advantages gained in the hard fight of treaty revision without getting some compensation in return.

EXPORT CARGOS.

Per *Algoa*, sailed 4th August. For San Francisco—195 pkgs. tea.
Per *Doric*, sailed 7th August. For San Francisco—200 pkgs. tea.

Per steamer *Sarpedon*, sailed 11th August. For London—1,214 bales hemp. For Liverpool—4,049 bales hemp, 200 bales mals, 10 pkgs. sundries. For Manchester—75 bales waste silk.

Per *Nippona Maru*, sailed 16th August. For San Francisco—125 pkgs. tea from Foochow. For Pittsburgh—694 pkgs. (51,933 lbs.) tea from Foochow. For Chicago—1,220 pkgs. (81,532 lbs.) tea from Foochow. For New York—1,024 pkgs. (75,505 lbs.) tea from Foochow.

THE WAR IN SOUTH AFRICA. NEWS VIA RANGOON.

CASUALTIES. Simla, 6th August. The following casualties have occurred in South Africa: At Yonkerbosch, July 31st, 2nd Royal Dublin Fusiliers, slightly wounded, Major English, shell splinter in the eye.

At Pretoria, July 24th, Imperial Yeomanry, died from wounds, Lieut. R. B. Robertson. At Ventersburg, August 3rd, 1st Cameron Highlanders, Lieut. Fraser, and Lancaster Regt, Lieut. Barrett, taken prisoners. At Teutkrantz, August 3rd, 2nd Berkshire Regt., slightly wounded, Majors Rhodes and Williams.

Capt. Grant, Duke of Cornwall's Light Infantry, was among the prisoners recaptured on July 24th.

The following casualties have occurred in South Africa. Deaths from wounds: At Rietfontein, on 25th July, 2nd Black Watch, Major Willsheir.

Fredricksburg, on 23rd July, Imperial Yeomanry, dangerously wounded, Captain Poynter. At Kamulileit, 3rd July, 6th Dragoon Guards, taken prisoner, Lieutenant Rundle. The telegram adds that in the previous casualty list the name of R. B. Roberts, Yeomanry, should have read R. B. Wilson.

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Hongkong, 19th August, 1899.

FOR SALE.

MAP OF THE SIKIANG OR WEST RIVER. From HONGKONG TO WUCHOW, Showing the Ports and Trading Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

NOTICE OF REMOVAL. THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN FO, CHRONICLE & DIRECTORY, have this day been removed to No. 6, PRAYA CENTRAL, Entrance: East Lane, recently Mr. Wendi & Co.'s Offices, behind Messrs. Sh. Tomes & Co.'s premises. Hongkong 1st May, 1900.

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THE TRANS-SIBERIAN RAILWAY.

TWO VIEWS.

A number recently to hand of the *Daily Mail* gives the substance of a conversation with Mr. A. J. Barry, member of the firm of which Sir John Wolfe Barry is the head. The *Daily Mail* says:—It is popularly thought that the completion of the Trans-Siberian Railway will so enable Russia to pour into the Far East that the balance of power on the Pacific coast will be completely altered. Mr. A. J. Barry, who has recently returned from China, via Siberia, thinks differently. Mr. Barry bases his views mainly on engineering grounds. In conversation with a representative of the *Daily Mail*, Mr. Barry said:—

CHEAPNESS AND RAPIDITY.

"The main ideas that governed the minds of the Russian engineers in constructing the Trans-Baikal section of the Siberian Railway have been cheapness and rapidity. To get the line built with the utmost speed and for the lowest cost they have sacrificed everything. The single line of rails starting from Lake Baikal eastwards is so badly laid that it can accommodate neither fast nor heavy traffic. It is a series of sharp curves and steep gradients. A rise of one in sixty is frequent; and even if the line were a good one the steep gradient, and sharp curves would prevent anything like a fast service of good trains. While the line remains in good order, its carrying capacity is strictly limited. But it will not long remain in good working order. It will want continual reaping, and I would not sleep very sound at nights if I were the traffic manager responsible for the safety of the trains.

WILL NOT TAKE HEAVY TRAFFIC.

"The line has been laid with 48lb. rails, and that alone prevents heavy traffic running over it. In India we have tried as low as 75lb. rails, but found even them too light; and they are quickly being replaced by heavier. The Russian authorities will find that the whole of their 48lb. rails must go.

"If you have light rails, the one thing you must do is to have very long and strong sleepers. On the Trans-Baikal Railway it was impossible to import sleepers, on account of cost, and the timber growing along the line of route had to be used. This is short, scrubby, and makes green, sappy sleepers, the very worst kind.

"When your lines are light and your sleepers are bad, have a thoroughly well ballasted road. But this railway is not ballasted at all. In short, you have three requirements for a good track—heavy rails, good sleepers, and well ballasted road. On the Trans-Baikal Railway not one of these requirements is met.

LIABLE TO "WASH-OUTS."

"But this is not all. The demand for economy has led to cutting everything to the finest possible point. For instance, we allow for a line of rails four feet eight inches wide a banked road at least sixteen feet wide at the top. In Siberia, for a five feet line, they cut the banked road down in places to twelve feet. The consequence is that when rains come part of these banks will be washed down, and the line will in time give way. Again, in taking the line through hills, a sharp cutting has been made along the slope. The slope of these hills is the angle made by nature towards the bed of the river. In altering this no attempt has been made to adjust the slope to the new cutting. That would often mean tremendous work, going far up the hill. But the slope will naturally adjust itself by filling up the cuttings with falling rocks, and thus continually stopping the line.

"My view is, though I know I am less hopeful than many, that it will occupy four and a half years to complete the line, and will cost at least twenty millions more to put in a first-class condition. As for the Manchurian line, that is infinitely worse. Much of it has to be constructed in a zigzag. And Russia has to settle Manchuria before it can reckon on doing anything there. Russia has yet to find that in Manchuria it has bitten off more than it can chew.

WHERE IS THE STRATEGIC ADVANTAGE?

"But after the Trans-Baikal line is finished, what then? Will Russia find that it has gained great strategic advantages in consequence? It is impossible, I believe, to carry more than two thousand men a day over the line. There are not enough transport steamers on Lake Baikal to do more, and there is not enough rolling-stock on the other side of the lake to convey them on. Remember, it is a single line only, and there is no return line of rails on which the empty carriages can easily and uninterruptedly come back.

"When the army is conveyed to the Pacific coast Russia's difficulties have only begun. The great problem of maintenance has to be faced. The provisions for this army cannot be had from Siberia itself, for Siberia produces barely enough for its own population, although that population averages only about one for ten square miles. At present, food can be had from Japan and by sea. But to do this means friendship with England, which still has command of the seas, and with Japan. If England and Japan were hostile, the only way to feed the Russian army would be by the railway from the productive bases of Russia in Europe, on the other side of the Ural Mountains. It would be impossible to maintain an army of any size by such means.

ENGLAND'S STRENGTH IN THE EAST.

"The truth is that England is really much stronger in the Far East than Russia is. Russia would find it most difficult to keep an army of twenty thousand men long in the field, when dependent on a base many thousands of miles away, and connected with that base only by a single line of rails. England could draw an almost unlimited supply of splendid fighting men from India, and could maintain them with ease. Nothing would be more practicable than to plant down 20,000 of our Indian soldiers in Wei-haiwei, to the great benefit of their health, and the enormous increase of our prestige throughout the Far East. China would prefer

to work with us rather than with Russia. If we would only take a firm stand. But we allow Russia to bluff us time after time. The Russians know the truth about the comparative strength of our two nations. They know that their one hope is to bluff, and they have bluffed with magnificent success. From their point of view, I do not blame them."

Mr. Barry does not recommend a trip across Siberia for a holiday jaunt just now. "It is not the fault of the railway," he says. "It is not finished yet, and it is overrun with passengers." But many are the resolutions that the Siberian railways shall not see him again for some time, if he can possibly avoid it. For there is little fun in being cooped up for some weeks in overcrowded carriages among a cosmopolitan crowd, and in trains whose boasted luxury and comfort is mainly imaginary. Mr. Barry was able to cross the country under much more advantageous circumstances than the vast majority of travellers. For the ordinary man the Siberian trip is the most effective *via dolorosa* to be found in the last year of this century.

BRITISH COMMERCIAL AGENT'S REPORT.

We may contrast with this an elaborate report issued on the 20th ult. by Mr. Cooke, British Commercial Agent in Russia. The aim of the writer is to review this great enterprise in its commercial aspect alone, both as regards Siberia itself and the influence of the line on international intercourse generally. In both respects the results must be very notable, and in order to exhibit them more clearly Mr. Cooke first describes briefly the condition of Siberia now, and then passes on to trace the chief incidents in the history of the line, the original scheme, the delay and alteration caused by the all-important addition of the Manchurian line, which was engrafted upon it subsequently, the feeder lines and connecting waterways, and the volume of passenger and goods traffic so far. At present the line is practically ready, though much relaying and reconstruction may at any time be necessary; from Moscow by Samara, Chelabinsk, Omsk, and Irkutsk to Kaidalovo, whence it turns off to Nagaiwan on the Chinese frontier. The distance from Moscow to Kaidalovo is 4,146 miles, with a break of about 40 miles to cross Lake Baikal, while nearly 200 miles around Lake Baikal is at present only projected. The 210 miles between Kaidalovo and the Chinese frontier are building, and are the 636 miles on through Manchuria to Kharbin or Harbin, and the 653 miles thence to Port Arthur by Moukden. Four hundred and eighteen miles of the line from the Vladivostok end were opened in 1897, and the remaining 383 miles to the great junction at Harbin are now in process of construction. The traffic so far has been fully up to expectation, both as regards goods and passengers, and the probabilities of future traffic are, in Mr. Cooke's opinion, equally favourable. "It will unite in direct through communication, on the one side, the teeming millions of Russia first and then of Europe, and on the other, the 450,000,000 of Chinese and Japanese, and all the possibilities of international trade that these various nationalities represent. The railway administration counts on obtaining the international mails between Europe and East Asia, a large proportion of heavy shipping freight cargoes, perishable commodities and goods deliverable by a fixed date. Add to these the passenger and immigrant movement, the internal traffic of Siberia itself, the increasing number of local feeding lines, and all the possibilities called up by the future working of the abundant coalfields of the adjacent districts, and it is evident that this single track light-rail line as at present laid will have in the near future, as it has already had, considerable trouble in coping with the demands on its conveyance capacity. Grain, the chief mainstay of Siberian export trade (unlike the tea traffic exported from China, compact and capable of high freight), is cheap and cumbersome. Apart from commercial considerations, too, the constant conveyance of troops and transport possible at any time cannot be left out of account." As to competition with existing modes of reaching the Far East, Mr. Cooke gives the details of Russia official calculations on the subject. In effect they come to this:—The journey from London to Shanghai can be made by the Siberian line, when it is completed, in 16 days for £33 10s. first class, or £21 second class. The voyage now occupies 34 to 36 days, and costs £68 to £95. The "trains de luxe" which now leave Moscow every Saturday evening for Irkutsk are described by Mr. Cooke as the most luxurious trains in existence. The report then deals in succession with the cost of the line, immigration, through transit trade, the trade with China, agriculture and the grain trade, cattle and butter, timber, fuel, coal, the gold industry, the lack of industries in Siberia, foreign enterprise there, and, lastly, openings for British trade. As to the last, Mr. Cooke puts machinery in its widest sense as presenting the largest opportunity for the expansion of the trade of this country with Siberia, manufactured goods of all kinds, especially the simpler luxuries and the

A HELPLESS CRIPPLE!

N. Bengert, of Norborne, says:—For nineteen months I lay helpless cripple from Rheumatism. The weight of my body was reduced from 170 lbs. to 130 lbs., a proof of the terrible pain I had to endure. During all this time, I sought a cure, but after using everything I heard of, such as aninals, electricity, Turkish Baths, and above all needlessly employing physicians, I considered myself incurable, especially so, when the last physician told me that he would not accept any more money from me, as the case was beyond the human grasp. At this time I noticed your advertisement in one of the morning papers. I ordered Little's Oriental Balm with very little confidence, but I was surprised after using 2 to 3 bottles. I was greatly improved and the continued use of your wonderful remedy cured me, with the help of God, of Rheumatism. For my part I shall do all in my power to spread its merits. Sold at 1s. per bottle. Agents for Hongkong—**TAX VICTORIA DISPENSARY, LD.** 1898-1

necessaries of life. For all over Siberia "villages are springing up into thriving towns, and hitherto sleepy townlets into busy trading communities. Once unknown villages, or relatively unimportant towns, have suddenly leapt into world-wide prominence, each to play its part in the commerce of East and West. For much that is wanted all around they have already, to some extent, applied to the United Kingdom, but in general British traders must go to them. The field, then, is before British enterprise, and, in spite of some stiffish natural obstacles, and considerable artificial hedging and fencing, there is no reason why it should not run through, if not ahead, at least abreast of Continental and Trans-Atlantic rivals."

TWO SORTS OF FATIGUE.

To be tired is nothing. The bodily powers are more or less exhausted for the time being. No harm is done. The sources of strength are not impaired. Food and rest will set things to rights. We shall sleep all the better for having come home under the soothing influence of fatigue. It is nature's narcotic, leaving no headaches or bewildered brains behind it. It is the highest licence to knock off work; it is an order for tomorrow's supply of vigour. The man who was never tired with honest labour has missed one of life's luxuries.

But the thing this woman talks of is very different. Rest does not relieve it; the cheerfulness and refreshment of the evening meal cannot be used as an antidote to it; it is a sort of weakness which neither welcomes the darkness nor has hope in the dawn.

"Even since I was a girl of twelve years of age," she says, "I have been weak and ailing. I had no strength or energy, and was always low and languid. I had a poor appetite, and the little food I took gave me great pain at the chest and through to my back. My skin was yellow, and I had a constant pain at my right side. From time to time I was taken with spasms, and for hours was racked with pain. I lost much sleep, and had often to sit up in bed. I had a gnawing pain and a sinking in the stomach which made me feel as if I had no strength left."

"In this low state I continued for years, being sometimes better and again worse, but never free from pain. I got so extremely weak that I often thought I should never live. In March, 1893, my mother-in-law told me about Mother Seigel's Curative Syrup, and how it had done her good. I got a bottle from Mr. F. Hudson, chemist, Ecclestone, and when I had taken it a short time I found great benefit. My food agreed with me and I felt stronger. I kept on taking it, and soon was better than I had been for years."

"Since then I have kept the medicine in the house, and whenever I feel anything of my old complaint it never fails to ease me. I am now in good health, for which I thank Mother Seigel's Syrup. You can make what use you like of this statement. (Signed) Mrs. Esther L. Palin, Cotes Heath Bank, Standon, near Crewe, Nov. 1st, 1893."

Mr. Frank T. Hudson, the chemist whom Mrs. Palin names, informs us that he has known her for some years, and vouches for the accuracy of her statement.

In the absence of definite information we can do no more than speculate as to the original cause of this lady having become, at so early an age, a victim of indigestion. The unhappy fact, however, is, that there are multitudes of children, usually girls, who suffer in the same way. They are anemic, pale, weak, low-spirited, short of breath, and generally incapable. Every doctor comes across them in his practice, and plenty of trouble and worry he has in trying—commonly with poor success—to cure them. The fundamental defect with these young people is a congenitally bad digestion. The stomach is dull, weak, cold, and torpid; hence food does not nourish, and all the symptoms and results of non-nutrition follow, as described by Mrs. Palin. The patient may die—helpless to resist—of some acute disease like pneumonia or quick consumption, or linger along for many years, as she did, bearing a load of illness and pain that is pitiable to see.

In these and cases Mother Seigel's Syrup has made a record of cures, even in advanced life, which stamp it as a genuine remedy. It goes to the root of the trouble, the incompetent stomach and liver, stimulates them to normal action, and thus ensures a radical recovery. Despite their dismal past many a woman having used the Syrup, says with Mrs. Palin, "I am now in good health."

YUBARI AND SORACHI
COALS.

**HOKKAIDO TANKO TETSUDO
KAISHA.**
(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL  **ANNUAL OUT-
PUT**
YEN 12,000.00 800,000 TONS.

PORTS OF EXPORT—

OSAKU AND MUROGAN.
THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otsu, Muroran, Shanghai, Hongkong, and other principal ports. OFFICE: MINAMI IIDAMACHI, TOKYO, JAPAN.
Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
WM. PARLANE,
Manager,
Hongkong, 17th February, 1893. [59]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer

"MACHAON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 27th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 28th instant.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 18th August, 1900. [2245]

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SAXONIA,"
Captain Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th August, at 3 P.M. No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents,
Hongkong, 22nd August, 1900. [2238]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SIBERIA,"
Captain Brann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M. No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents,
Hongkong, 22nd August, 1900. [2236]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAM

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	RHAPSUS	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	To-day
LONDON & C. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	Day	P. & O. S. N. Co.	On 1st Sept., at Noon.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	GLAUCUS	Brit. str.	—	Barwise	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	PRINZ HEINRICH	Ger. str.	—	Durrando	MELCHERS & CO.	On 18th Sept.
BREMEN, VIA PORTS OF CALL	ERNEST SIMONS	Ger. str.	—	Braun	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
MARSEILLES & C. VIA PORTS OF CALL	SIBIRIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 21st Sept.
HAMBURG	SAKONIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th Sept.
HAMBURG	SERBIA	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 12th Oct.
HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 20th Oct.
HAMBURG	BAMBERG	Ger. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	Dodwell & Co., Limited	DODWELL & CO., LIMITED	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	Shevan, Tomes & Co.	SHEVAN, TOMES & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	GIENES	Brit. str.	—	Dodwell & Co., Limited	DODWELL & CO., LIMITED	On 8th Sept.
VICTORIA, B.C., & TACOMA	OKINAWA	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
VICTORIA, B.C., & C. VIA SHANGHAI, & VANCOUVER, VIA SHANGHAI, & PORTLAND, OREGON, & SAN FRANCISCO VIA SHANGHAI, & SAN FRANCISCO VIA AMOY, & SAN FRANCISCO VIA SHANGHAI, & SAN DIEGO, & C. VIA SHANGHAI, & AUSTRALIAN PORTS	EMPEROR OF INDIA	Brit. str.	—	W. Watt	PACIFIC MAIL S. S. CO.	On 28th inst.
AMERICAN PORTS	AMERICA MARU	Jap. str.	—	E. Wilson Haswell	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
AMERICAN PORTS	BEAGAN MARU	Jap. str.	—	Anderson	BUTTERFIELD & SWIRE	On 11th Sept., at Noon.
AMERICAN PORTS	KASUGA MARU	Jap. str.	—	St. John George	GIEN, LIVINGSTON & CO.	On or about 15th Sept.
AMERICAN PORTS	TSINAN	Brit. str.	—	Krebs	MELCHERS & CO.	On 25th inst., at 4 P.M.
AMERICAN PORTS	ARLIE	Brit. str.	—	C. H. S. Foenes, R.N.R.	P. & O. S. N. Co.	On 25th inst., at 4 P.M.
AMERICAN PORTS	MUNCHEN	Ger. str.	—	J. Thoms	NIPPON YUSEN KAISHA	On or about 1st Sept.
AMERICAN PORTS	ROHILLA	Brit. str.	—	Jager	SMITHSON & CO.	To-day, at Noon.
AMERICAN PORTS	BINGO MARU	Jap. str.	—	E. G. Andrews	P. & O. S. N. Co.	To-morrow, at Noon.
AMERICAN PORTS	FUTAMI MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	On or about 24th inst.
AMERICAN PORTS	SAKONIA	Ger. str.	—	Negre	MESSAGERIES MARITIMES	On 26th inst., at Daylight.
AMERICAN PORTS	PARHAI	Brit. str.	—	E. Street	P. & O. S. N. Co.	On or about 28th inst.
AMERICAN PORTS	SAKONIA	Ger. str.	—	Sawyers	BUTTERFIELD & SWIRE	On or about 31st inst.
AMERICAN PORTS	CLYDE	Brit. str.	—	Roach	DOUGLAS LARRAIE & CO.	On 26th inst.
AMERICAN PORTS	TELEMACHUS	Brit. str.	—	H. Nagata	MIYOSU BUNSEN KAISHA	To-day, at 11 A.M.
AMERICAN PORTS	HAITAN	Brit. str.	—	S. Atsuta	MIYOSU BUNSEN KAISHA	On 25th inst., at Daylight.
AMERICAN PORTS	TAMU MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
AMERICAN PORTS	ANPING MARU	Jap. str.	—	Anderson	BUTTERFIELD & SWIRE	On 28th inst., at 5 P.M.
AMERICAN PORTS	KASUGA MARU	Jap. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
AMERICAN PORTS	TSINAN	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 28th inst., at 3 P.M.
AMERICAN PORTS	DIAMANT	Brit. str.	—	A. Stewart	DAVID SASSOON, SONS & CO.	
AMERICAN PORTS	KAIPOH	Brit. str.	—			
AMERICAN PORTS	ARRATON APCAR	Brit. str.	—			

SHIPPING.

ARRIVALS.
 Aug. 22, CARTHAGE, British hospital ship, 2,400.
 London, Bombay via Singapore 9th August.
 Aug. 22, BINGO MARU, Japanese str., 3,900.
 F. Davies, London and Singapore 16th Aug.
 Aug. 22, HOLSTEIN, German str., 985, inland.
 Hoile 18th August, Ballast.—JENSEN & CO.
 Aug. 23, TAMU MARU, Japanese str., 1,075.
 Nagata, Tamsui, Amoy and Swatow 22nd August, General.—M. B. KAISHA.
 Aug. 23, ESANG, British str., 1,118, H. J. Roope.
 Moji 13th August, Coal.—JARDINE, MATHESON & CO.
 Aug. 23, MACDONALD, British str., 1,045, W. Martin.
 Moji 17th August, Coal.—JARDINE, MATHESON & CO.
 Aug. 23, TELEMACHUS, British str., 1,379.
 Sawyers, Singapore 14th Aug., General.—BUTTERFIELD & SWIRE.
 Aug. 23, HERTHA, German cruiser, 6,500, V. Uedon.
 Swatow 22nd August.
 Aug. 23, CHARTERHOUSE, British str., 1,400.
 Dawson, Singapore 14th August, General.—CHINESE.
 Aug. 23, MALACCA, British str., 2,135, E. G. Andrews.
 London 14th July, General.—P. & O. S. N. Co.
 Aug. 23, VOENIG, Russian Volunteer Fleet.
 Chichmaref, Aden 16th July and Singapore 16th August, General.—RUSSIAN CONSUL.
 Aug. 23, SANATA, German str., 2,111, E. Muhle.
 Sandakan 14th August, Timber.—MELCHERS & CO.
 Aug. 23, BRITONMART, British gunboat, 710.
 Philip Walter, Singapore 17th August.
 Aug. 23, STROUDS, British str., 1,346, Hooker.
 Kutubopu 18th August, Coal.—AUNHOLD, KARBURG & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 23rd August.
 Quetta, German str., for Suigon.
 Michael Jensen, German str., for Hoihow.
 Haitan, British str., for Swatow.
 Kanagawa Maru, Japanese str., for London.
 Kinging, British str., for Moji.
 Madan, British str., for Shanghai.

DEPARTURES.

Aug. 23, MUTTRA, British transport, for Taku.
 Aug. 23, UGANDA, British transport, for Calcutta.
 Aug. 23, ULA, British transport, for Taku.
 Aug. 23, CLIVE, British transport, for Taku.
 Aug. 23, KWANGLEE, British str., for Canton.
 Aug. 23, CAZENOO, Portuguese transport, for Singapore.
 Aug. 23, STROMBOLI, Italian cruiser, for Taku.
 Aug. 23, SINGAPORE, Ital. transport, for Taku.
 Aug. 23, GIATA, Italian transport, for Taku.
 Aug. 23, MARCO MINOCHETTI, Italian transport, for Taku.
 Aug. 23, WEIMAR, German str., for Europe.
 Aug. 23, PNEUSSES, German str., for Shanghai.
 Aug. 23, HUE, Fren. str., for Kwangchowwan.
 Aug. 23, KIUKIANG, British str., for Shanghai.
 Aug. 23, TAIYUAN, British str., for Yokohama.
 Aug. 23, MONOKUT, German str., for Bangkok.
 Aug. 23, BANCA, British str., for London.
 Aug. 23, UPADA, British transport, for Taku.
 Aug. 23, VADALA, British transport, for Ccutta.
 Aug. 23, ISLANDA, British transport, for Ccutta.
 Aug. 23, HUMBER, H.M. storehouse, for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Wongkoi.
 KOWLOON DOCKS.—U.S.S. Monterey, Argus, U.P.S. Iris, Nanchang, Hating.
 COSMOPOLITAN DOCK.—Nanshan, Stanfield.

SHIPPING REPORTS.

The British steamer *Macedonia*, from Moji 17th August, had fine weather throughout, moderate sea, heavy southerly swell from Melshans to port.
 The British steamer *Telemachus*, from Singapore 14th August, had strong S.W. monsoon as far as Paracel Island. Encountered heavy typhoon on Monday, Tuesday and Wednesday morning with a mountainous sea.
 The British steamer *Esang*, from Moji 13th August and Swatow 22nd, had moderate variable winds and fine weather to Nanki Island. From Nanki Island to Swatow fresh N.E. winds and high S.E. swell with every indication of an approaching typhoon. From Swatow to port strong easterly winds and high sea from S.W.W. weather gloomy and threatening. Vessels passed:—Aug. 17th, steamer *Tungchow*, off Chapei Island, from Swatow to Shanghai; 18th, steamer *Archie*, in Tongsang Harbour, from Hongkong for Shanghai; 19th, steamer *Wing-sang*, off Namos, from Hongkong for Shanghai.

The German steamer *Sandakan*, from Sandakan 14th August, had southerly wind from the 15th and 16th August. From 17th to 18th W.S.W. with heavy squalls and sea. From 18th to 20th S.W. wind. From 20th to 21st typhoon with a very high sea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.
 THE Company's Steamship

"HAITAN."
 Captain Roach, will be despatched for the above ports TO-DAY, the 24th inst., at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARRAIE & CO.,
 General Managers.
 Hongkong, 23rd August, 1900. [2259]

FOR TSINGTAU.

THE H.A.L. Steamship
 "SAXONIA."
 Captain Jager, will be despatched for the above port TO-DAY, the 24th August, at Noon.
 For Freight or Passage, apply to
 SIEMSEN & CO.
 Hongkong, 23rd August, 1900. [2257]

NIPPON YUSEN KAISHA.

FOR MANILA.
 THE Company's Twin Screw Steamship

"KASUGA MARU"
 (3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port TO-DAY, the 24th inst., at 4 P.M.
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
 A. S. MIHARA,
 Manager.
 Hongkong, 15th August, 1900. [2218]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship

"RHAPSUS"
 will be despatched as above TO-DAY, the 24th inst.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 22nd August, 1900. [1983]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"INDRAVELLI."
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 20th July, 1900. [2026]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
 THE Company's Steamship

"PAKHOL."
 Captain Williams, will be despatched as above on SUNDAY, the 26th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd August, 1900. [2260]

THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMU.

THE Company's Steamship
 "TAMU MARU."
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 20th August, 1900. [15]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPSTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBIRIA	(HAMBURG & HAMBURG)	About 21st Freight and Passage.
Capt. Braun	(London with transshipment in Hamburg)	Sept.
SAXONIA	(HAMBURG & HAMBURG)	About 30th Freight.
Capt. Jager	(London with transshipment in Hamburg)	Sept.
SERBIA	(HAMBURG & HAMBURG)	About 12th Freight.
Capt. Sachs	(London with transshipment in Hamburg)	October.
* KONIGSBERG	(HAMBURG & HAMBURG)	About 20th Freight and Passage.
Capt. Schuler	(London with transshipment in Hamburg)	October.
BAMBERG	(HAMBURG & HAMBURG)	About 31st Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	October.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [19]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
 "EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900
 "EMPEROR OF JAPAN." Comdr. GEO. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900
 "EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and thereby make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 9th August, 1900. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	{ KOBE and YOKOHAMA	FRIDAY, 24th Aug., at Noon.
KASUGA MARU	{ SYDNEY and MELBOURNE, VIA MANILA THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 24th Aug., at 4 P.M.
FUTAMI MARU	{ NAGASAKI, KOBE and YOKO-HAMA	FRIDAY, 24th Aug., at Noon.
* RIJON MARU	{ VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 25th Aug., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager.
 Hongkong, 26th August, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUBZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAVERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.

ON THURSDAY, the 6th day of September, 1900, at NOON, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on THURSDAY, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency Office until Noon on WEDNESDAY, the 5th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 2 Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 24th August, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,337	S. Truebridge	Sept. 8	* BRAEMAR	3,601	W. Watt	Aug. 23
DUKE OF PIFE	3,821	J. S. Cox	Sept. 11	ARGYLE	2,907	W. S. Thomson	Sept. 20
GLENGOIE	3,750	W. Frakes	Sept. 15	MONSHIRE	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

* Calling at Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 238.

The best route to the Klamath Lake, Oregon, and St. Michaels.

HONGKONG TO YELLOWSTONE PARK AND BACK, 265 10a.0d.

This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 16th August, 1900. [10]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

VESSELS ON THE BERTH.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, Aug. 26, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 26th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MAISELLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship, "ERNEST SIMONS," Captain Darrande, with Mails, Passengers, Specie and Cargo, will leave this port for MAISELLES, with cargo of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 14th August, 1900.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ATLANTIC" Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A. Stewards and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th August, 1900.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched as above on TUESDAY, the 28th inst., at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN."

Captain Anderson, will be despatched on TUESDAY, the 28th inst., at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above on TUESDAY, the 28th inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 21st August, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE."

Captain Negro, will be despatched for the above ports on or about TUESDAY, the 28th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd August, 1900.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 28th August, and will be followed by the Steamship

"AFRIDI" on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA." For Freight, apply to DODWELL & CO., Lp., Agents.

Hongkong, 24th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennefather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOJOI, KOBE, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th August, 1900.

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "CORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th August, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

YAMATO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 17th August, 1900.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN."

Captain C. D. Bennett, R.M.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 20th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK"

will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA," about 15th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th August, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at LONDON Rates.

THE Company's Steamship

"IXION."

Captain Robinson, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA and SINGAPORE.

Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

J. P. HITCHCOCK, Amr. ship, Gates.—Stems—Shanghai.

NORWICH, British ship, Thos. Roy.—Order.

PETER RICHMOND, German ship, Scholer.—Arnhold, Karberg & Co.

HONGKONG STEAMERS.

Amara, British str., 1,556, Matlock, Aug. 12, Jardine, Matheson & Co.

Anapa, British str., 2,251, Williams, Aug. 14, Dodwell & Co., Limited.

Angling Maru, Jap. str., 1,075, Sato, Aug. 20, Mitsui Bussan Kaisha.

Apenade, German str., 611, Larosen, Aug. 19, Order.

Arratoon Apner, British str., 2,379, Stewart, Aug. 20, David Sassoon Sons & Co.

Bengale, British str., 1,344, Thomson, Aug. 14, Gibb, Livingston & Co.

Benedict, British str., 1,486, Farquhar, Aug. 13, Gibb, Livingston & Co.

Bingo Maru, Jap. str., 3,500, Davies, Aug. 22, Nippon Yusen Kaisha.

Bruemar, British str., 2,316, Watt, Aug. 22, Dodwell & Co., Limited.

Charterhouse, British str., 1,400, Dawson, Aug. 23, Chinese.

Chiyusa, Amr. str., 1,177, Jamieson, Aug. 22, Chinese.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 13, P. M. S. S. Co.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN."

Captain C. D. Bennett, R.M.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to M

